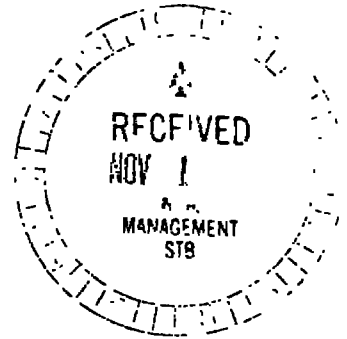


Issaquah Valley Trolley



October 27, 2010

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington DC 20423-001

228178
228179
228180

AB-6 Sub 463X
AB-6 Sub 465X

Re: Issaquah Subdivision (Redmond Spur) reactivation -Docket # 35407

Dear Ms. Brown:

I am writing as the current head of the Issaquah Valley Trolley, a committee of the non-profit Issaquah (WA) Historical Society. We are preparing to operate a tourist trolley on an isolated stretch of former BN track currently owned by the City of Issaquah.

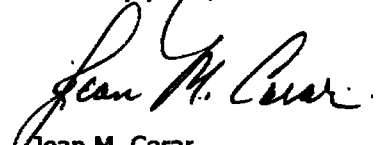
We understand that GNP Railway has been authorized by the federal Surface Transportation Board to operate a rail line between Snohomish and Woodinville that was formerly owned and operated by the BNSF Railway Company. We also understand that GNP desires to reactivate the branch off the Snohomish-Woodinville line that extends south to Redmond.

At our October meeting our committee voted unanimously to support that reactivation.

While such a move keeps the historical corridor in rail use (our trackage was once connected to the Woodinville-Redmond branch in question) our support for reactivation focuses on regional mobility and economic needs. There are six shippers along the corridor who have expressed a desire to have rail service return. The area through which the rail line would operate is currently growing, with resulting increased road congestion. GNP's intention opens a timely opportunity to get freight traffic off the highways and onto rail cars. With rail service restored there is incentive for new shippers to relocate in the corridor. That dovetails with the various Eastside communities' intent to increase local employment. Then there is the on-going need to cut greenhouse gasses: rail's efficiency and friendliness to the environment is well established and the Seattle area, while claiming to be green, still needs transportation modes that model that commitment.

For these reasons, we support GNP's desire to reactivate the Woodville-Redmond branch and urge the Board to grant GNP's petition at the soonest possible date.

Sincerely yours,


Jean M. Cerar
Chair, Issaquah Valley Trolley

RECEIVED
NOV 1 2010
Public Record

Issaquah Valley Trolley

CERTIFICATE OF SERVICE

October 27, 2010

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington DC 20423-001



Re: Issaquah Subdivision (Redmond Spur) reactivation -Docket # 35407

Dear Ms. Brown:

I am writing as the current head of the Issaquah Valley Trolley, a committee of the non-profit Issaquah (WA) Historical Society. We are preparing to operate a tourist trolley on an isolated stretch of former BN track currently owned by the City of Issaquah.

We understand that GNP Railway has been authorized by the federal Surface Transportation Board to operate a rail line between Snohomish and Woodinville that was formerly owned and operated by the BNSF Railway Company. We also understand that GNP desires to reactivate the branch off the Snohomish-Woodinville line that extends south to Redmond.

At our October meeting our committee voted unanimously to support that reactivation.

While such a move keeps the historical corridor in rail use (our trackage was once connected to the Woodinville-Redmond branch in question) our support for reactivation focuses on regional mobility and economic needs. There are six shippers along the corridor who have expressed a desire to have rail service return. The area through which the rail line would operate is currently growing, with resulting increased road congestion. GNP's intention opens a timely opportunity to get freight traffic off the highways and onto rail cars. With rail service restored there is incentive for new shippers to relocate in the corridor. That dovetails with the various Eastside communities' intent to increase local employment. Then there is the on-going need to cut greenhouse gasses: rail's efficiency and friendliness to the environment is well established and the Seattle area, while claiming to be green, still needs transportation modes that model that commitment.

For these reasons, we support GNP's desire to reactivate the Woodville-Redmond branch and urge the Board to grant GNP's petition at the soonest possible date.

Sincerely yours,

Jean M. Cerar
Chair, Issaquah Valley Trolley

* * * * *

I hereby certify that the foregoing comment was served on November 2, 2010, on the following parties:

(1) John Heffner, 1750 K Street, N.W., Suite 200, Washington, DC 20006; (2) Charles A. Spitulnik, Kaplan Kirsch & Rockwell LLP, 1001 Connecticut Avenue, N.W., Suite 800, Washington, DC 20036; (3) Craig Watson, Port of Seattle, Pier 69, P.O. Box 1209, Seattle, WA 98111; and (4) Kristy Clark, BNSF Railway Company, 2500 Lou Menk Drive, AOB-3, Fort Worth, TX 76131.

Jean M. Cerar
Chair, Issaquah Valley Trolley
A Project of the Issaquah Historical Society